

# Shipping

## WILHELMINA BREAKS RECORD FOR FREIGHT IN ONE BOTTOM

The largest consignment of freight to leave San Francisco for the Hawaiian Islands in a single bottom, was brought to Honolulu on the arrival of the Matson Navigation liner Wilhelmina, that came along side Haddock wharf shortly before eight o'clock last night.

The quantity of cargo is vouched for by Captain Peter Pohnson who possesses records of large cargoes forwarded from the California port to the islands in the several steamers operating in the trade.

"The Wilhelmina cargo can safely go on record as the largest that ever left San Francisco for the islands in a single bottom," admitted the genial skipper last evening as he prepared to step ashore after what might be termed a rather rough voyage.

Seven thousand tons of merchandise and supplies were placed aboard the liner before departure from the coast. The Wilhelmina has completed the thirty-sixth voyage during her two and one half year's service and this freight is declared the biggest that ever was transported in the vessel.

The severity of the storm was experienced on last Thursday morning when a succession of heavy seas swept the Wilhelmina's forward decks and one hundred tons of cargo including salt and sand in sacks was deluged and afterward went over the side.

The vessel lost some fifty or more feet of salt as a result of the roll of salt water that engulfed the deck and plunged against any obstruction in its pathway.

The Wilhelmina being so heavily loaded is declared did not roll to any great or distressing extent. However the weather was not propitious to the carrying forward programs of deck sports.

One hundred and twenty cabin and 34 stateroom passengers arrived. A mail amounting to nearly one hundred sacks was received. The Wilhelmina has cargo destined for Hilo, Kaunaloa and Port Allen. The Port Allen and Kaunaloa freight will be discharged here and transferred to the other islands by inter-island steamers. The Wilhelmina is expected to sail for Hilo on Friday evening.

Russian Bark Has No Honolulu Cargo. One month ago local shipping people were informed that the Russian bark Professor Koch, sailing from German ports one hundred and eighty days ago, would not call at Honolulu as the vessel had no cargo for discharge in the islands.

The Professor Koch was at first reported as proceeding to the islands by the way of South America. A local shipping agency claims to have received positive advice early in September that the vessel called at Rio Janeiro on August 5th, where a full shipment of cement and other lines of cargo was discharged.

In as much as there is no freight office at a south American port for the Hawaiian Islands, the Russian windjammer could hardly be expected to cover the thousands of leagues in ballast just for the sake of giving the officers and members of the crew a few days ashore at this earthly paradise. As far as is known here, the Professor Koch has doubtless been given an extensive shipment of Brazilian coffee destined for an European port.

Keep Wag Ships on the China Coast. It has been ascertained on the most reliable authority that the ships of the U. S. Asiatic fleet, stationed for the most part at this time on the China coast, which were expected to come to Manila for a big review ordered by the navy department, may not be permitted to come to the Philippines in time for that review, which was to have been held by Admiral Nicholson in that harbor and scheduled to take place on October 6th.

According to the source of the information above quoted it is affirmed that Minister Calhoun has intimated to the state department that it would be unwise, in the present very unsettled condition of affairs in China, to withdraw the ships of the American navy from the coast of that country. It is said that the suggestion of Mr. Calhoun was put before the navy department and that, in view of the complexity of the situation in China, both the President and the Secretary of the Navy are seriously considering the advisability of having no naval review in Manila at this time.

Fearless Made Ready For Sea. The American schooner Fearless is being made ready for sea and that vessel is expected will get away for the Sound by the last of this week. The Fearless has been hauled on the local marine railway for a cleaning and re-caulking as well as painting. The vessel will sail in ballast.

\$60,000 For Army Lifeboats. Washington.—An appropriation of \$60,000 was made by Congress to be expended on life-boats and life-rats for army transports, and the quarter-master general intends to secure the best type of life-saving devices that

are obtainable for the transports. In working out that problem the quarter-master general is co-operating with Inspector George Ulmer of the steamboat inspection service. Others associated with them on a board considering the subject are Col. Chaucey B. Baker, quartermaster and George A. Anthony, marine engineer, quartermaster department.

Henry Dock, a Hawaiian employed by the Fay Transportation company, fell from the city wharf to a barge, a distance of about 40 feet, early this morning, and sustained a broken hip. He was found lying on the barge about 9 o'clock this morning, and taken to the receiving hospital. After being examined by City Physician Hendrickson he was removed to the county hospital for treatment.

Dock was unable to explain how he happened to fall, but it is believed that he had been drinking and lost his balance.—Sacramento (Cal.) Star.

Ventura Taking Few Passengers. A rather small list of passengers has thus far booked for the coast in the Oceanic Steamship Company liner Ventura that is due to arrive from Sydney N. S. W. by the way of Pago Pago early Friday morning. The vessel is expected will be dispatched for the coast between nine and ten o'clock Friday morning. A considerable quantity of cargo including preserved pineapples and sundries will be forwarded to San Francisco in this vessel.

Claudine Met With Rough Weather. Rough weather was met by the inter-island steamer Claudine on arrival at Honolulu this morning from Hawaii and the Maui ports. The Claudine brought a small list of passengers and cargo including a quantity of empty drums a few bags of hides, a shipment of hogs and 141 packages of sundries. Purser Kibling reports rough weather at Hilo and the harbor well filled with shipping.

A full shipment of lumber to the agency of Lewers & Cooke having been left at this port, the American barkentine J. M. Griffiths was dispatched in ballast for a return voyage to Puget Sound ports last night. The Griffiths arrived here on October 14th.

**ARMED**  
Tuesday, Oct. 29.  
San Francisco—Wilhelmina, M. N. S. S., 7 p. m.  
San Francisco—Supply, U. S. N. T., 11 p. m.

Wednesday, October 30.  
Hawaii via Maui ports—Claudine, stmr., a. m.  
Kauai ports—W. G. Hall, stmr., a. m.

**DEPARTED**  
Tuesday, Oct. 29.  
Maui and Molokai ports—Mikahala, stmr., 5 p. m.  
Kauai ports—Kinau, stmr., 7:30 p. m.

Puget Sound—J. M. Griffiths, A. S. bktn., p. m.

Wednesday, October 30.  
Hilo, via way ports—Mauna Kea, stmr., 10 a. m.

**PASSENGERS ARRIVED**

Per M. N. S. S. Wilhelmina from San Francisco—For Honolulu: C. H. Adams, Mrs. R. B. Baker, Mrs. H. A. Baldwin, C. A. Banham, Miss Ethel Bingham, Mr. and Mrs. A. Behr, Mrs. E. P. Bernard, Theodore W. Brigham, Mrs. Jose-Bento Campo, Jack R. Cavallero, Mrs. Alex. Chalmers, Mrs. A. F. Ching, Miss Alma Cooke, Chas. S. Curran, Miss M. H. Duncan, Mr. and Mrs. E. E. Easterly, Mrs. B. M. Fiack, Mrs. David Forbes and children, A. F. Gay, Miss Edith M. Gibson, Mrs. G. W. Goodale, Mrs. T. P. Harris, Miss Daisy Hartzell, Miss A. Heister, Mr. and Mrs. J. C. Hedeman, Miss Hemenway, Miss Selma Hoermann, Dr. and Mrs. F. B. Hoermann, Edw. Hopwood, Mrs. P. L. Horne, Judge A. J. S. Humphries, Mr. and Mrs. C. J. Irish, Mrs. C. J. Irwin, W. S. Johnson, A. K. Jones, O. J. Katz, Miss Gertrude Katscher, Miss E. Kincaid, B. Kronstrander, Jack von der Lely, Max Lewin, Mrs. H. J. Lyman, Mrs. L. Manning, C. E. Manson, Miss Agnes Maynard, Bruce McGill, Mr. and Mrs. M. C. McMillan, Mr. and Mrs. J. P. Medeiros, Mrs. J. Miller, M. Phillips, Mrs. Jennie E. Pierce, W. J. Pierre, Dr. J. S. B. Pratt, Mrs. Jos. G. Pratt, Mr. and Mrs. Wm. Puller, Dr. J. H. Raymond, Mr. and Mrs. Benj. J. Schmidt, Miss Clara Schmidt, Dr. and Mrs. R. H. Sheppard, Mrs. M. Sherman, Mrs. A. E. Silk, L. B. Silk, Mr. and Mrs. O. L. Sorenson, Mrs. R. P. Spaulding, Miss Gertrude Still, Miss Della Stitt, Miss Strain, Mrs. Jennie M. Tarleton, Miss Lucy B. Tarleton, Mr. and Mrs. Wm. Thompson and children, Mr. and Mrs. F. Treskow, Miss Emelia Treskow, L. J. Warren, Miss Ida Welsh, Mrs. A. A. Wilson and child, Jas. Winnie.

Some people in this wide world live on a very narrow margin.

### TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Oct. 28	4.25	2.00	5.15	2.50	6.05	3.00	6.95	3.50
29	5.15	2.50	6.05	3.00	6.95	3.50	7.85	4.00
30	6.05	3.00	6.95	3.50	7.85	4.00	8.75	4.50
31	6.95	3.50	7.85	4.00	8.75	4.50	9.65	5.00
1	7.85	4.00	8.75	4.50	9.65	5.00	10.55	5.50
2	8.75	4.50	9.65	5.00	10.55	5.50	11.45	6.00
3	9.65	5.00	10.55	5.50	11.45	6.00	12.35	6.50
4	10.55	5.50	11.45	6.00	12.35	6.50	13.25	7.00
5	11.45	6.00	12.35	6.50	13.25	7.00	14.15	7.50

Last quarter of the moon, Nov. 1st.

## HALLOWE'EN TO BE OBSERVED

The spacious gymnasium at Palama Settlement will be the scene of hilarious entertainment tomorrow night when Halloween will be celebrated in fitting style.

The workers of the settlement, together with several outside helpers have arranged a big indoor street carnival that would make Barnum and Bailey's aggregation green with envy. It will be no miniature affair, but a real life-sized collection of side-shows, candy and lemon booths and various other attractions, including spiels, so dear to the heart of the youngster. The entire hall will be given over to the entertainment and there will be pie-eating contests, bobbing for apples, a free "shoot the schutes," a fish pond, and other features too numerous to mention.

There will be no admission fee, but tickets to the sideshows and candy booths, etc., will be on sale on the inside at the rate of ten for five cents, and from one to two tickets will be charged for the different attractions. All residents of the Palama district are invited to attend, as well as others and it is expected that there will be at least a thousand present.

At the Homestead tomorrow night the members of the Y. W. C. A. will give a Halloween party, and from the cellar to the attic of the house, ghosts and goblins will abound in profusion. It will be a masked affair, and the usual games that go to make a party of this kind enjoyable will prevail.

The Chinese students of the Berea Mission will have a little doing at the school on Berea street between Smith and Maunaloa.

## HARBOR NOTES

The steamer Claudine arrived at the port this morning from Hawaii and Maui will be dispatched over the same route at five o'clock Wednesday evening.

A fair number of tourists departed for the volcano as passengers in the inter-island steamer Mauna Kea sailing for the Big Island at ten o'clock this morning.

The Pacific Mail liner Siberia due from the coast of Asia Friday morning is expected will be dispatched through the agency of H. H. Haddock and Company at five o'clock that evening, with destination as San Francisco. Shipments of fertilizer, lumber and sundries for the island of Hawaii will be dispatched with the inter-island steamer release scheduled to depart at five o'clock this evening for Kona, Hilo, Paunaloa, Oahu, Laupahoehoe and Papaloa.

## GRAND OPERA

(Continued from Page 1)

tempt to present to his patrons so pretentious an engagement as the Lambardi company, it is agreed.

Among those who have pledged their support to the venture are the following:

Princess Kawananakoa, Governor Freer, Mark P. Robinson, E. A. M. Smith, Mrs. Robert Shibley, Mrs. Walter Macfarlane, Mrs. Geo. Beckley, W. W. Goodale, F. E. Thompson, Chas. E. H. Adair, Clarence H. Cooke, J. D. McInerney, Robert W. Shingle, Cecil Brown, Alfred L. Castle, C. C. von Hamm, Jno. Waterhouse, J. M. Dowsett, Allan W. T. Bottomley, Geo. P. Castle, W. E. Adams, J. A. McCandless, Robbins B. Anderson, A. Lewis, J. William C. Parke, Richard Ivers, Mrs. Montague Parke, Mrs. Geo. H. Herbert, Mrs. E. D. Tenney, A. Aalberg, E. E. Bartlett, Fred L. Waldron, Arthur F. Wall, Rudolph J. Buchy, Mrs. F. Klump, Jas. A. Kennedy, Chas. F. Chillingworth, C. Hedeman, J. D. Guild, R. E. Mist, S. A. Baldwin, R. McGraw, A. G. M. Robertson, C. Du Roi, A. G. M. Robertson, J. Seely, W. O. Smith, Jas. J. Cockburn, Mrs. S. Allen, J. R. Galt, Ambrose J. Wirtz, William W. Coombs, J. F. Lowrey, Walter R. Walters, Sam Damon, Mr. Walker, W. A. Love, Noel Deerr, Dr. Hobdy, Geo. Davis, F. Prosser, E. F. Marx, Walter F. Dillingham, Judge Lymer, Robert Horner.

An impressive granite monument, designed and executed by Arthur L. Mitchell, has been erected over the grave in Arlington cemetery of Maj. William Pitkin Huxford, for years recorder of the local commandery of the Military Order of the Loyal Legion, by the members of that organization.

The monument is of the famous Westerley, Rhode Island, granite. On it is inscribed the name of the army officer, date of his birth and details of his services as recorder of the Loyal Legion.

If his Satanic majesty is the father of lies, his family is the biggest on record.

## POLICE AROUND, TRIES MURDER

(Continued from Page 1)

Neilsen at the desk. Without a word of warning he sprang down a small flight of steps, and reaching his hand into the right-hand pocket of his coat, withdrew the revolver, still containing a live shot. Before he could get his finger on the trigger, the move was witnessed by Clerk Fred Wood, who called to the officers below, and at the same time darted from Deputy Sheriff Rose's office after Labona. Both Captain Neilsen, then on watch, and Weed, grabbed Labona, taking the revolver from him and pinning his arms to prevent further display of gun-play. Other officers rushed to the scene and Labona was subdued only after a desperate struggle.

Trouble Started Yesterday. The cause of the desperate attempt to take the life of the captain of the Norwegian steamer is laid to a free fight that occurred on board the collier yesterday afternoon. The disagreement which was aired in police court this morning following a trial of Captain Sorenson upon charge of assault and battery, preferred by Labona. The skipper while unattended by counsel was fined \$15 and three dollars court cost, having been found guilty of assault upon the fireman.

Labona alleged this morning that he had been taken ill and in entering a protest at turning out for duty with the "chief engineer" was told that he would have to appear before the captain. Labona was summoned to the bridge, where the skipper was awaiting his appearance. According to the story told by Labona before Judge Larnach this morning he had barely stepped on the bridge when Captain Sorenson grabbed him by the shoulder, and shook him roughly, and to such extent that his cap fell from his head to the deck below. Labona then declared that he believed that he was to receive some rough handling by his superior officer, raised his hands to ward off a blow. As he did so he recalled a smash in the face that blackened his left eye. Before the combatants were separated the fireman received the worst of the encounter.

Fireman Labona late yesterday afternoon swore out a warrant for the arrest of Captain Sorenson upon a charge of assault and battery. The case was heard this morning and in relating his side of the story, Captain Sorenson declared that he did not use any force in dealing with the fireman until the member of the crew attempted to strike him. He further stated that his reason for calling the fireman to the bridge was for the purpose of taking his temperature, as Labona had complained of being ill through fever. Captain Sorenson added that some words followed but that in order to preserve his dignity as an officer and commander of his vessel he took Labona to task with the result that he was finally subdued after a fight.

Bent On Revenge. Both Captain Sorenson, in company with his chief officer and Chief engineer, and Labona, the complaining witness against him in the assault case left the court room about the same time this morning.

Captain Sorenson stated: "I went from the court room to the inter-island wharf. I had just reached the gateway when I heard a hail from the rear, and turning I saw Labona, the fireman, who began to use angry words in delivering his opinion of what happened the day before. I stopped for a moment and then told him to go aboard and stop all this foolishness," when, like a thunder-clap from a clear sky, he stepped a few paces back and drawing a revolver from his hip pocket, began firing at me. I was then inside the gateway leading to the wharf and attempted to dodge behind some timber as each attempt was made to shoot me.

"Yes, I escaped without a scratch. Following four shots, I saw a car approaching and stepped aboard to return to the police station to swear out a warrant against the murderous fireman. I had just entered the building when I saw Labona coming down the station from another doorway. His attempt to fire upon me was frustrated by officers who jumped up before he could press the trigger."

Labona Bent On Murder Followed Skipper. Labona who after firing four shots at his officer, did not proceed toward the street car. He was seen to run along the roadway in the direction of Alakea wharf. At Richard street he turned in the direction of the Seaman's Institute. From there he was tracked to Merchant street, and his entrance to the police station proved a surprise to those who had attempted to follow his trail through the city.

Revolver Purchased Here. The revolver which Labona used in his attempt upon the life of Captain Sorenson is declared as having been purchased here. According to stories related on board the Guernsey, Labona had little or no money, and is believed to have secured the weapon at a Chinese store as a Chinaman appeared at the ship this morning seeking the fireman who he claimed was indebted to him for a considerable amount.

The gun now in the possession of the police shows four emptied shells and one yet to be discharged. The weapon is a modern one in every respect.

Labona Alleged An Agitator. Labona is a Swiss, and his statements made reluctant admission this morning that the man had proved himself an agitator on several occasions during the voyage from Newcastle, N. S. W. to Honolulu. He attempted to work up a revolt among the sailors and firemen concerning the grade of food supplied the crew in the Norwegian freighter.

His efforts were unsuccessful however, and then the man declared that after reaching Honolulu he would leave the vessel as he could not expect to get a square deal with the present master of the Guernsey.

Skipper Favorably Known Here. Captain Sorenson who has visited Honolulu on a number of occasions is well and favorably known here. On this trip he is accompanied by a wife and they are stopping at the Alakea Hotel pending the discharge of five thousand tons Australian coal at this port. The skipper is considered a good disciplinarian and has the respect of his officers and men. He claimed this morning that in all his seafaring career he had never before been brought to book at a police tribunal because of complaint from his men. He claims that Labona began to make trouble for the first upon leaving Newcastle.

## U. S. WILL TAKE CONTROL OF WIRELESS

WASHINGTON, D. C., Oct. 15.—Complete federal control over all communications across State lines or with ships at sea will go into effect December 13, and the Department of Commerce and Labor will, in a few days, issue the regulations devised to carry the government supervision into effect. The last session of Congress enacted a wireless telegraph law providing for this supervision, and also sanctioned the Berlin international radio-telegraph treaty. Under these national and international laws the Department of Commerce and Labor, to carry them into effect, has divided the United States into inspection districts, which will be opened when the regulations go into effect, December 13.

The cities of Boston, New York, Baltimore, Savannah, New Orleans, San Francisco, Seattle, Cleveland and Chicago will be headquarters for the various inspection districts, and licenses must be obtained in these districts by all operators who expect to work stations after December 13. Each operator must undergo examination and be licensed, whether he be an operator of ships at sea or working in commercial stations. Operators of stations connected with colleges, schools, laboratories or ordinary amateur plants also must obtain official permits.

Restrictions on Stations. Under the regulations amateur stations will be restricted to a wave length in transmittal not exceeding 200 meters, except by special permission of the Department of Commerce and Labor, and women will be permitted to take out operator's licenses as well as men.

Applications for licenses for stations on ships must be sent to the department's radio inspector at the point of departure. Licensing of Great Lakes vessels, through the inspection district at Cleveland, will not begin until spring. Licenses for coast stations will be issued by the nearest inspection district.

Applications for licenses by Washingtonians must be addressed to the inspection district at Baltimore. Examinations of would-be operators in other parts of the country will be held at the various navy yards, naval stations, Naval Academy at Annapolis, army posts, etc.

Examination Place Here. Examinations for Washingtonians will be conducted at the bureau of standards from time to time, and it will be necessary for any operators desiring to take out a license to first satisfactorily pass an examination as to fitness to use radio telegraphy.

"The Department of Commerce and Labor," Secretary Cable announces, "recognizes that radio communication offers a wholesome form of instructive recreation for amateurs. It will not, however, knowingly license an amateur who does not recognize and will not obey the principle of observance of the rights of others to the uninterrupted use of apparatus for important public and commercial purposes."

Panama Station First. Arrangements have been made by officials of the Navy Department to establish the proposed high-power radio station on the Isthmus of Panama for an experimental test before finally considering the establishment of other stations provided for by Congress at its last session.

Congress authorized similar high-power radio stations, in addition to the one on the Central Zone, on the California coast, in the Hawaiian Islands, in Samoa, on the Island of Guam and in the Philippines. It has been arranged to have a thorough test made between the high power radio station on the Isthmus of Panama and the new wireless station which has just been completed at Fort Myer.

It is believed that much valuable information will be gained through the operation of the new line of stations between this city and the Philippines.

Site Not Yet Chosen. The site for the Panama station has not been finally selected, but a high point near the center of the Canal Zone, at the level of Gatun lake, is being considered.

Efforts will be made to have that station and the one to be erected on the California coast in operation by the time of the opening of the Panama Pacific exposition in 1915. An ideal site is available on the beach near San Francisco. Advantages of that site will be its proximity to the fortifications near San Francisco, and its facilities for wireless communication with the Hawaiian Islands.

The farmer is now informed that the safety of the country depends on his vote.

## Honolulu Star-Bulletin

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## SAYS POLICE OF U. S. ARE IN GENERAL STUPID

WASHINGTON, D. C., Sept. 28.—

The police of the United States, I speak broadly and without reference to the municipal guardians of any particular locality, are more stupid than vicious," said Dr. Woods Hutchinson, of New York, last night, regarding his statement to the hygiene congress Friday that in the present police organization of the American cities the public raised, presumably for its protection, but actually for its annoyance and discomfort, a "Frankenstein," which presents a baffling problem.

"The average of intelligence of the police of American cities is way below par," said Dr. Hutchinson. "The process of selection of the bluecoated representatives of the majesty of the law is careless and inefficient. The policemen are not degenerate, nor are they selected from a criminal class, but they fall in the chief purpose of their existence, the protection of the public."

"In the street railways systems of the United States the conductors present a class of men, lower paid than the police by a considerable percentage, yet, who have an appreciation of the duties of their calling that transcends the understanding that seems to creep into the minds of the policemen."

Railroad Men Efficient. The great steam railway systems have, through systematized training, produced a class of workmen, conductors, collectors, guards, and ushers, who are intelligent, courteous and businesslike.

"This was not true a generation ago, and the fact that the railways have managed to work this reform in their organizations is proof positive that the same sort of selective effort, if applied to the police, would work a benefit."

"Where the policemen fail—this is true of New York and every other great city of the United States—is in the association which they select. The policeman's friends will be found, in altogether too many instances, among the very class of men they are set to watch. The gamblers, the crooks, the vice keepers, and the saloon men are the policeman's intimates. A vast percentage of the policemen recently appointed to the force come from excellent forebears. They are healthy, wholesome, upstanding chaps, whose natural inclinations are for the most part in the right direction. The minute they obtain a badge and a baton, however, this condition changes."

Police Associates Bad. "Among the particular classes of people that the policeman is set to watch, and against whom he is paid to protect the public, will be found his friends. The crooks and the saloon men, the racehorse 'tout,' and the bookmaker cultivate the policeman as a friend, and the poor foolish copper 'falls' for this unwholesome intimacy. With such relationships established the moral course of the blue coat is downward, and the public is the sufferer for every step of his debacle."

"There are too many policemen, and too many petty duties for them to perform. A smaller force, selected with a view to the comfort and protection of the 95 per cent of the people, who are respectable and law-abiding, would be able to take care of the 5 per cent of the public who are natural misdoers, degenerates, thugs, thieves, and generally disorderly characters."

"The American policeman is well paid. He is overpaid for the class of service we are getting from him. With adequate compensation, which is a pretty general rule throughout the United States, the municipal authorities should find small difficulty in obtaining a class of protectors who have some other recommendation than size and pictured majesty, and something else under their helmets besides hair and skull."

## Do You Want Long, Heavy Hair?

Then treat your hair well. See that it is properly fed. Growth of every kind demands proper food. Starved hair splits at the ends, turns prematurely gray, keeps short and dry. Then feed your hair. Feed it with proper food, a regular hair-food. Feed it with Ayer's Hair Vigor. Thus help nature all you possibly can toward giving you rich, heavy, luxuriant hair. Ask your doctor about your hair and about Ayer's Hair Vigor. Follow his advice.

Ayer's Hair Vigor DOES NOT COLOR THE HAIR

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass., U.S.A.

## At Auction

At Public Auction

Building Contents

On November 2nd, 1912, at twelve o'clock noon, on the grounds at Waikiki, we will sell at public auction the contents of the CAMPBELL MANSION and contents of same, consisting of bureaus, chiffoniers, beds, chairs, tables, rugs, bric-a-brac, etc.

The best of material was used in the construction of this building and the same is still in a No. 1 condition.

For further particulars as to terms and time of removal of building apply to

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NEW TODAY

HAWAIIAN LODGE No. 21, F. & A. M.

THERE WILL BE A SPECIAL meeting of Hawaiian Lodge No. 21, F. & A. M., at its lodgroom, Masonic Temple, corner of Hotel and Alakea streets, THIS (Wednesday) EVENING, October 30, 1912, at 7:30 o'clock. WORK IN THIRD DEGREE. Members of Honolulu Lodge, Oceanic Lodge and all visiting brethren are fraternally invited to attend. By order of the W. M. K. R. G. WALLACE, Secretary.

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